



## NOVA ION 7 - EN B PARAGLIDER

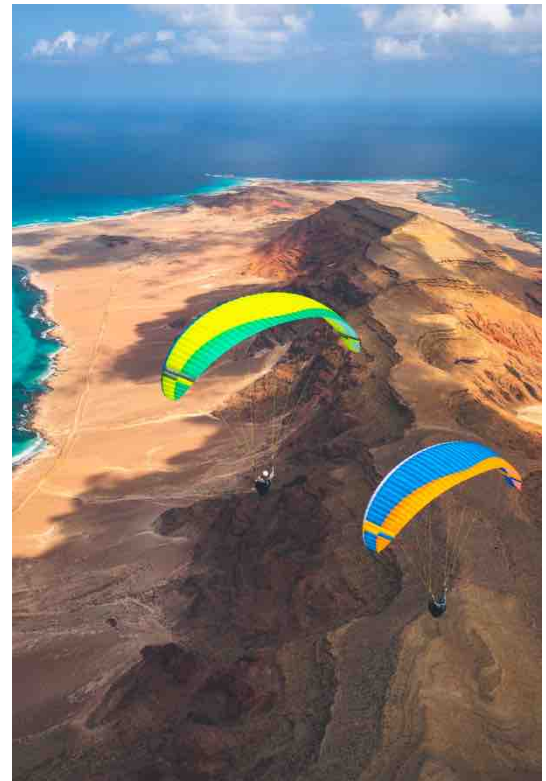
# Everything is possible!

With the ION 7, NOVA introduces the seventh generation of its proven and popular EN B paraglider. The "seventh" retains the low aspect ratio (5.17 flat) and positioning of its predecessors, but is a completely new design. The new three-liner has been developed with NOVA's WingDesigner, a unique simulation software that allows the simulation of collapses and deflations - the ideal tool for optimising the canopy. This makes the ION 7 extremely stable even in turbulent air and a real all-rounder: it is suitable for relaxed thermal flying at your home site, performance. Top speed and thus XC suitability are close to the MENTOR 7. And for the first time it also carries freestyle genes: whether wingover, helicopters or SAT - the ION 7 can do it.

More than ten years ago, NOVA described the ION 2 as "all singing, all dancing" because of its versatility. This tradition was continued throughout the next generations. With the ION 7, for the first time, there is also a good dose of freestyle capability, which is unexpected from such a good-natured wing.

Philipp Medicus, Head of R&D at NOVA, explains the use of the simulation software **WingDesigner**: "The use of WingDesigner has increased our scope for experimentation. Now we can find solutions that were previously outside the realm of possibility. With the ION 7, we also benefited from the knowledge we had gained during the development of the MENTOR 7. This means that a very high level was already achieved before we had the first prototype sewn to begin the practical tests."

The **simulation of collapses** represents a spectacular advance. This not only makes the collapse behaviour and the stability visible in the simulation, but both aspects can already be optimised on the computer. To find out how well simulation and practice matched, the NOVA test pilots flew





again and again at full acceleration in the lee - with outstanding results: the ION 7 is extremely stable!

The work on the profile, the stress distribution and the internal pressure represent the greatest developmental progress, but they are not visible from the outside. Not so the new Rod Loops and the Mid Cell Links.

The **NOVA Rod Loops** are a real innovation. Instead of inserting two crossed rods at the cell openings and fixing both curved pieces with seams, as was previously the case with the Air Scoop, the Rod Loop simply forms a circle. This saves on seams, supports the Air Scoop functional principle and has no disadvantages in terms of weight and packing volume.

New to NOVA are the **Mid Cell Links**: thin webbing at the leading edge connect the upper and lower surfaces in the middle of each cell. This promotes solidity of the leading edge in flight, which is particularly beneficial to performance when flying at speed.

In conclusion, with the new profile, the Air Scoop with Rod Loop leading edge, the Mid Cell Links as well as the Mini-Ribs, the ION 7 has an **exceptionally high top speed**. Although it can't catch the class leading MENTOR 7, in terms of glide performance and speed it holds its own with many high-end EN B gliders. Then there is the easy-to-operate speed-bar and that feeling of "it takes everything in its stride" in thermals.

Also new: compared to its predecessors, the ION 7 comes with an **extended weight range** of five kilograms (as with the MENTOR 7). This allows the pilot to fly legally even if they are carrying a lot of equipment, such as during vol-biv, ski & fly or climb & fly. For XC flying, the recommended weight range applies, as developer Philipp Medicus explains: "There's no need to load the ION 7 to the max - it flies fast and stable even at the lower end of the recommended weight range, while pleasing with its balanced handling."

All **phases of flight** - launch, thermalling in weak or strong conditions, all descent manoeuvres (big ears, B-line stall and spiral dive) as well as the wonderful flare on landing - the ION 7 performs them extremely easily. What more could you want to fly safely, comfortably and with great joy?





NOVA particularly emphasizes the **freestyle suitability** of the ION 7. Anyone wishing to try freestyle in a playful way, this is the glider to fly. Wingovers are dynamic and stable. SAT, helicopters and helico work really well. When stalling, the ION 7 collapses uniformly along the span, although the brake travel to the stall point is long, as is required for this glider class.

As a **classic three-liner**, the ION 7 comes with a clear 3+1 riser (i.e. an A3 riser for big ears). It consists of 12 mm wide Aramid fibre-reinforced webbing, is light and uncomplicated to handle. For those who want to really challenge the glider during cross-country flights – and the XC potential is high according to NOVA – there are **optional XC risers**. These special cross-country risers have a carbon handle on the C-riser and the B and C-risers are connected through a webbing strap and pulley. As one would expect from modern high-end EN B and high-performance paragliders, the XC riser thus enables effective control of roll and pitch when flying at speed, without a performance-reducing kink in the profile.

**Target group:** the ION 7 conveys an incredible amount of "perceived safety" because the wing is so stable. But also, as far as the required certification manoeuvres are concerned, it presents itself as a model pupil. If it does collapse, it loses little height and turns only minimally. On the one hand, this makes it the ideal first glider after training. This is because a newcomer to flying does not know yet in which direction they wish to develop. With the ION 7, all avenues are open. On the other hand, the 51-cell wing is also suitable for advanced and experienced pilots who place great value on versatility – without wanting to sacrifice comfort, safety and performance.

The ION 7 will be available in April in three colours and a total of five sizes. They cover a flying weight range from 55 to 130 kg. The first demo wings will be with NOVA partners from March.

Detailed information at [www.nova.eu/ion-7](http://www.nova.eu/ion-7).

## NOVA ION 7 - Facts

### EN/LTF B three-liner with 51 cells

- **Aspect ratio:** 5.17 flat, 3.86 projected
- **Sizes:** XXS to L
- **Projected areas:** 18.3 / 20.2 / 22.2 / 24.3 / 26.5 m<sup>2</sup>
- **Weight:** 4.2 / 4.5 / 4.8 / 5.1 / 5.4 kg
- **Certified weight range:** 55-85 / 70-95 / 80-105 / 90-115 / 100-130 kg
- **Recommended weight range:** 70-80 / 80-90 / 90-100 / 100-110 / 110-120 kg
- **Extended weight range:** approximately 5 kg higher maximum take off weight than previous models (for example for vol biv, climb & fly etc.)
- **NOVA 3D-Shaping:** for even fewer creases on the leading edge
- **NOVA Air Scoop:** optimised air intake that increases the internal pressure
- **NOVA Rod Loops:** the rods at the cell openings form a circle
- **NOVA Mid Cell Links:** thin webbing connects the upper and lower surfaces in the middle of each cell
- **NOVA Mini-Ribs:** more aerodynamic trailing edge
- **Risers:** 12 mm Aramid fibre-reinforced webbing
- **Easy Packing:** a concertina bag is not necessary
- **Weight optimised** cloth and construction
- **Ronstan** ball bearing pulleys
- Optional **XC-risers** available (with Carbon-handle on C-risers)
- **Full NOVA guarantee**



# Performance Paragliders

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Product and image photos can be downloaded at <https://www.nova.eu/de/dealer/support/gliders/>

**NOVA** is an innovative and well-respected paragliding manufacturer, whose highest concerns are quality, safety and the enjoyment of flight. NOVA develops and manufactures paragliders and accessories for beginner, intermediate and ambitious advanced pilots - with a focus on cross-country flying as well as hike & fly. The employee-owned company was founded in 1989 and has a healthy equity base. The headquarters are in Terfens, Austria. NOVA has two production facilities in Hungary and Vietnam, which conform to the highest social and environmental standards. The company has a worldwide distribution network and is one of the market leaders in paragliding.

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